Imjin Parkway
Widening Project

Kimley-Horn
Expect More. Experience Better.
Project Overview
Project Overview
Project Overview
Aesthetics

Typical Layout Plan

Perspective

Elevation

Inspiration
Improvements

• Widen to four lanes
• Install four roundabouts
• Install mixed use path
• On-street buffered bike lanes

• Stormwater treatment areas
• Retaining and sound walls
• Landscaping and irrigation
Project Status

- Design at 100% level, moving forward to Bid plans
- Caltrans Right-of-Way Certification
  - Utility process through Caltrans completed October 2020
  - Right-of-way acquisition anticipated completed by late 2020
- Environmental mitigation through CDFW on-going
- Construction planned for 2021 – 2023
## Funding

<table>
<thead>
<tr>
<th>Component</th>
<th>Funding Source</th>
<th>Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>STIP-RIP</td>
<td>$1.65 million</td>
<td>Allocated</td>
</tr>
<tr>
<td>Design\PS&amp;E</td>
<td>Local Impact Fee</td>
<td>$1.65 million</td>
<td>Marina Impact Fees</td>
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<tr>
<td>ROW Cap &amp; Sup.</td>
<td>Local Impact Fee</td>
<td>$1.05 million</td>
<td>Marina Impact Fees</td>
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<tr>
<td>Construction</td>
<td>Local Impact Fee</td>
<td>$2.00 million</td>
<td>Marina Impact Fees</td>
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<td></td>
<td>Measure X</td>
<td>$17.00 million</td>
<td>Measure X Commitment</td>
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<tr>
<td></td>
<td>State Local Partnership Fund</td>
<td>$19.00 million</td>
<td>Awarded</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$42.35 million</strong></td>
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</table>
Corridor Layout
Corridor Layout
# Intersection Delay (2035)

## Traffic Signals

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Imjin Pkwy &amp; Preston Dr</td>
<td>7.5</td>
<td>4.5</td>
<td>12.3</td>
<td>14.3</td>
</tr>
<tr>
<td>3. Imjin Pkwy &amp; Abrams Dr</td>
<td>36.8</td>
<td>42.0</td>
<td>16.9</td>
<td>21.1</td>
</tr>
<tr>
<td>4. Imjin Pkwy &amp; 3rd Ave</td>
<td>16.3</td>
<td>8.6</td>
<td>19.5</td>
<td>13.3</td>
</tr>
<tr>
<td>5. Imjin Pkwy &amp; Imjin Rd</td>
<td>13.9</td>
<td>12.3</td>
<td>18.2</td>
<td>12.9</td>
</tr>
</tbody>
</table>

**Seconds per vehicle**
Traffic Comparison Analysis (2035)

Average Travel Time  (Minutes)

<table>
<thead>
<tr>
<th>Time</th>
<th>Traffic Signals</th>
<th>Roundabouts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Average Off-Peak Hour</strong></td>
<td>2.9</td>
<td>2.1</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>3.37 (16%)</td>
<td>2.65 (26%)</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>3.31 (14%)</td>
<td>2.62 (25%)</td>
</tr>
</tbody>
</table>
Safety Characteristics of Modern Roundabouts

Convert signalized intersection to roundabout

- All crashes: 48%
- Fatal/injury crashes in rural area: 78%
- Fatal/injury crashes in urban area: 60%

Source: 2010 US Department of Transportation: Federal Highway Administration
Safety Characteristics of Modern Roundabouts

Chance of Pedestrian Fatality if Hit by a Motor Vehicle

Summary

• Fatalities and injuries less on corridor + Police, Fire, Medical services available for 911 elsewhere

• Power outage – Flooding, Earthquake, Roundabouts unaffected, highest need for EV

• If signals fail on Imjin Pkwy, AWS = total gridlock, no Fire truck access

• EV response times vary between 3 and 7 minutes, 1 minute saves between 30% and 15%

• Emergency Vehicles